



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

March 2014

Picture of the Month



You might think this is a photograph of the local area this winter, but it isn't. Jeff Hill, Jr. snapped this picture while flying over Greenland.

Learning to Fly at 69

Part 10: Ed's Winter of Discontent

By Ed Moricoli, Student Pilot

Can you believe it? It's the 15th of February, there's four feet of snow on the ground and I can't remember a time when the temperature was above freezing and there was no snow!

I haven't flown in a long time because of the weather. I have flying fever so bad I am bouncing off the walls at home! Therefore there is only one thing left to do to keep my sanity; it's ground school time! I wonder if I have to bring Justin an apple each time we meet?

E-gads, I have all the books and I read all the time but for the life of me at my age the memory is not so good!

E6B, VOR, latitude, longitude, subtract going east and add going west. Then there is magnetic variation, magnetic deviation, and relative bearing. Oh, how about weather charts and all those little symbols that go along with it? Or what about all the different FAR regulations, weight and balance and power plant. These are just a few things a student pilot has to learn. How in God's creation is one supposed to remember all this? What masochists came up with all this stuff and how is an old duffer like me to remember everything I am supposed to know? Just the other day I went to another room to get something that I

Continued on page 2.

Editor's Note

On February 22nd the second annual Chicago Area EAA Chapter Leaders' Summit took place at Galt Airport. Five chapters participated in the meeting; Morris (95), Poplar Grove (1414), DeKalb (241), Aurora (579) and Galt (932). Another four chapters were unable to attend in person but contributed information by email; Cottonwood (22), Lake in the Hills (790), Lewis University (15) and Schaumburg (153).

The primary purpose of the meeting was to work together to plan chapter activities for the year so as to avoid conflicts in our schedules. By doing this we ensure we are not competing with each other for attendance at our events and we can encourage all EAA members to attend other chapters' events in the area. Like last year, we will create a poster that advertises all of the local EAA chapter events.

In addition to planning the activities for the year, we also discussed the mutual challenges EAA chapters experience and shared ideas on everything from guest speakers to how to recruit and retain members.

It was very beneficial to have the opportunity to get to know other local chapter leaders and get their perspectives on chapter issues. We all have a common goal — to promote general aviation — and by working together we can all help each other to achieve that objective.

I hope this becomes a long-standing tradition for the Chicago area group of EAA chapters. I am already looking forward to next year's Summit which will be hosted by Chapter 241 at DeKalb Airport.

Beth Rehm, Editor

Continued from page 1.

needed and on the way forgot what I wanted!

I have a couple suggestions for the FAA; the sectionals are so cluttered with different symbols that one needs a magnifying glass to read them and the best one I would like to see them add are the water towers with the city names on them! Do you really think the great Waldo Pepper had a sectional chart to fly by?

Now that I have vented a little, I must confess all of the above has slowly sunk in this brain of mine. However, there have been times of great frustration on my part and a few cuss words have been forthcoming, if you know what I mean.

Justin, as usual, has been patient with me but I know he's also having a good time confusing the hell out of me. With that said I have managed to ask him a few somewhat intelligent questions that have even stumped him which made him think a little. How about that!

The other day I even stumped my mentor Neil Anderson on a question; you have no idea how happy that made me! The best thing about ground school is it has helped me keep what little sanity I have left since the last time I flew an airplane.

My three biggest stumbling blocks have been the E6B computer, the VOR and if you can believe, this pressure altitude and density altitude! For the life of me I cannot remember what's what with them!

Justin explained the E6B and the VOR to me and it kind of clicked in my mind. I went home and did some problems with them and as one can imagine, I got all fouled up and lost track of what I was doing. That resulted in a few more cuss words bellowed for all to hear!

So back to another session with Justin! As Justin and I were working with the E6B, he looked at me with that little smile he has and said, "follow the directions!"

The other day I was talking with Marty Seitz (another Galt CFI) and I asked him a question that has bothered me for months; "how does one use the E6B while flying the airplane?" Marty looked at me, kind of smiled and said "it's not very easy!" So I have come to this conclusion. For a guy like me, I need an auto pilot and plenty of fuel! Mmm, "look there's a water tower over there; I hope it has a name of the city on it!"



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court

room for the McHenry Country Sheriff's Department. He is learning to fly at Galt Airport with Chief Flight Instructor, Justin Cleland, and is the Membership Chairperson for EAA Chapter 932. Ed is a regular contributor to the Galt Traffic newsletter.


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Ed's Aviation Apps

There are not many days when Ed doesn't try to learn something about flying. Even when he's at work, if he has a spare moment he will use his smart phone to study. Here are some of the apps Ed uses.

- **Aero Weather:** Provides Metars, TAFs, NOTAMs and a lot more.
- **DTC DUAT:** Free FAA certified weather and flight planning service that enables pilots to obtain weather briefings, enter and file flight plans.
- **Pilot Test - Private Pilot Airplane Lite:** a database of actual FAA Knowledge Test questions for the Private Pilot written exam and mock test modules.
- **Flight Winds:** Calculates crosswind, tailwind and headwind components for takeoff and landing and displays them in a user-friendly way.
- **FlyQ Pocket:** A database of airports, aviation weather and flight planning. Only available to AOPA members.
- **PIREP Pro:** A pilot reporting tool that allows you to read reports from other pilots and share your own pilot reports.
- **Nav Trainer Basic:** Allows pilots to practice VOR navigation with their smartphones.

All of these apps are free but there are many more options available if you are willing to pay for them. The above mentioned apps will all work on an IOS device and some may also be available for Android devices as well.

Simulator Shenanigans

By Captain Eric Rehm

This past week I was out at Galt and happened upon the Redbird Jay simulator sitting in the kitchen of the FBO. With the help of Ed Brown I played around with it for about an hour having fun trying to do formation flying and amateur aerobatics. In my professional life I am pretty familiar with simulators as that is how airlines do most of their training. These sims are a bit more elaborate than the Jay. They look like big white boxes atop six giant hydraulic stilts and are housed in two story buildings. Gantries are used to get into them. Each simulator is specific to a type of airplane and the inside of the sim is an exact replica of the cockpit of the real plane.

When training for an airline, time and money are precious so there is little time for the kind of fun like I was having with the Jay. Each sim session lasts about 4 hours and has a very specific syllabus that is jam packed. Most of the time you are lucky to get everything accomplished within the allotted time but sometimes you find yourself with some extra time and if you have a cool instructor, you get to goof off a little.

I had that opportunity when I was upgrading on the Saab 340. My sim partner and friend Tom and I were doing well and had finished up that day's syllabus with a little time to spare so our instructor asked us if we wanted to land on an aircraft carrier. He really didn't need to ask; who wouldn't want to try to land a 37 seat, 28,000 pound turboprop airliner on an aircraft carrier? Besides, the worst that could happen is the screens would go red. This was the sim's indication that you had crashed. The instructor positioned us out into the ocean where there was a kind of aircraft carrier/oil rig. (I have no idea



A typical simulator at Flight Safety, where Eric trained on the Saab 340 for Business Express Airlines.

why some tech programmed this into the sim's databanks, but I was not complaining). Our instructor put us on about a 5 or 10 mile final and called up a 30 knot headwind right over the bow in order to reduce our groundspeed. He instructed us to fly as low as possible, cross the threshold about a foot above the deck and then slam on the brakes and use full reverse. Tom went first and took the low approach briefing to heart. I swore we were going to smack into the back of the boat he was so low. He must have passed over the stern about an inch above the deck, plunked it on and jammed on the brakes and reversers. He stopped just at the end of the ship. We were laughing and high fiving and generally congratulating ourselves for a job well done... and then it was my turn.

The pressure was on (us type A personality airline pilots tend to be a bit competitive). I wasn't really comfortable with Tom's approach as I thought it was way too low so I decided to take a different tact. I set up for a short field approach over a 50

foot obstacle, just like I would do on a private pilot check-ride. I slowed down, got the aircraft configured, kept it on speed and used a steep glide path while aiming for the threshold. I remember the instructor telling me during the entire approach I wasn't going to make it. Tom, ever the cheerleader had my back telling the instructor to be quiet and that I was doing fine. I touched down very firmly if not downright hard, right on the edge of the stern. I mashed the brakes and got the power levers into full reverse as quickly as I could. I stopped halfway down the runway beating Tom's try by a good 50 percent margin. More laughing and high fives ensued and I have to say I felt a bit vindicated. How dare someone question my ability to land an airliner on the deck of an aircraft carrier!

Eric Rehm is the Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. He co-owns a 1984 Mooney M20J based at Galt (N57252).



QUIZ TIME

By Ed Moricoli

At the last Chapter 932 meeting a suggestion was made to have quizzes in the newsletter. Because I am working towards my pilot's license I volunteered to write the quizzes.

1. A Special VFR clearance authorizes the pilot to operate VFR while within class D airspace when visibility is,
 - A. At least three miles and the aircraft can remain clear of clouds.
 - B. At least one mile and the aircraft can remain clear of clouds.
 - C. Less than one mile and the ceiling is less than 1000 feet.
2. What effect does high density altitude, as compared to low density altitude, have on a propeller and why?
 - A. Efficiency is increased because of less friction on the propeller blades.
 - B. Efficiency is decreased because of the increased force of the propeller blades in thinner air.
 - C. Efficiency is reduced because the propeller blades exert less force at high density altitudes than at low density altitudes.
3. What is it often called when a pilot pushes his or her capabilities and the aircraft limits by trying to maintain visual contact with the terrain in low visibility and ceiling?
 - A. Peer pressure.
 - B. Mind set.
 - C. Scud running.
4. To minimize the side load placed on the landing gear during touchdown. The Pilot should keep the,

- A. Direction of motion of the aircraft parallel to the direction of the runway.
- B. Longitudinal axis of the aircraft parallel to the direction of its motion.
- C. Downwind wing lowered sufficiently to eliminate the tendency for the aircraft to drift.

5. What often leads to spatial disorientation or collision with ground / obstacles when flying under VFR conditions?

- A. Duck under syndrome.
- B. Continued flight into instrument conditions.
- C. Getting behind the aircraft.

Answers on page 9.

Mystery question: Get out your sectional chart and see if you can find this airport. N42 45.0010 degrees / W88 15.0554 degrees. E-mail me with the answer at linejudge88@att.net. I will post the names of those who answered the question correctly in the next newsletter.



Last month we published this awesome picture of a few of our neighbors visiting the Galt Airport FBO and we asked our readers to suggest a caption for it. We received an overwhelming response with some very clever and funny suggestions!

We had a tie for first place with the following two captions;

"Awaiting the milk run" from **Jim Ragland**.

"We have a few bags of flour we'd like to return" from **Janell Cleland**.

An honorable mention goes to "Well Mabel, I don't know where they are. They said to meet here for our discovery flight," sent in by **George Rigert**.



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Classified Ads

The family of Alan (aka-Tuffy) Staehling would like folks to know that he passed away late January 2014.



July 1955 – January 2014

Alan and his siblings were fixtures at Galt dating back to the early 60's.

All five Staehlings - Mike - Bert - Jon, Susie (Sergeant) and Alan are pilots and gained their love of flying thru their Dad Hal Staehling Jr., a retired Navy Pilot and collector of WWII planes which had been kept at Galt, Hebron Airport and the Staehling residence on Thayer Rd for many years.

A step-brother – David (Staehling) Sparrow also survives in Pittsboro, NC

Alan was preceded in death by our Dad in 1972 and our Mom - Ethel in 2008.

A celebration of Alan's life is planned for sometime mid to late summer where we can all share stories and 'raise a glass' to his life.

RIP We love you and will always be grateful for the time we had with you.

If anyone would like to learn more, We can be contacted thru Al's email

address: cadillac1955@gmail.com or by contacting me –

Susie – at ssarge@owc.net

For Sale: Lennox LF 24 150A 150,000 BTU hangar heater. \$600.00 OBO. Heater can currently be seen in Hangar G6 at Galt Airport. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

For Sale: The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

For Sale: EAA Chapter 932 merchandize including coffee mugs for \$8.50, baseball caps for \$22 and Barnstormer t-shirts for \$17. All proceeds go the EAA Chapter. All of these products are available at chapter meetings and events and can be purchased from any board member.

EAA 932 Chapter members can advertise in this Classified Ad section for free. Email the Galt Traffic editor to place your advertisement: editor@ean932.org.

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Save the Date!

FAA Safety Seminar presented by JB Aviation: “Aircraft Maintenance Workshop”

Saturday April 12th at 10:30 a.m.



Did you know that the Federal Aviation Regulations allow the holder of a pilot certificate to perform preventative maintenance on an airplane? Maybe you heard this at some point during your flight training, or read about it in a magazine, but never truly understood what it meant.

What maintenance *can* I do? And more importantly, *how* do I do it? It's time to take the mystery out of pilot-allowed maintenance.

We'll start the day with a brief presentation by an FAA representative; specifically focusing on the “do's and don't's” of pilot-allowed preventative maintenance. After the presentation we'll field any questions you may have, and break for a **FREE** lunch provided by Galt Airport's EAA Chapter 932.

Following lunch, JB Aviation Director of Maintenance Brian Spiro, and A&P Troy Schlote will conduct an interactive workshop by demonstrating routine servicing of wheels/tires, spark plugs, safety wiring, and more. Sit back and observe, or get your hands dirty along side one of our mechanics. We'll have stations set up around the shop for everyone to have the chance to perfect their technique.

WINGS credit available

The workshop will be held at JB Aviation's Maintenance Shop at Galt Airport (10C).

Please RSVP by Friday April 4th by calling 815-648-2433.



FIRST FLIGHT

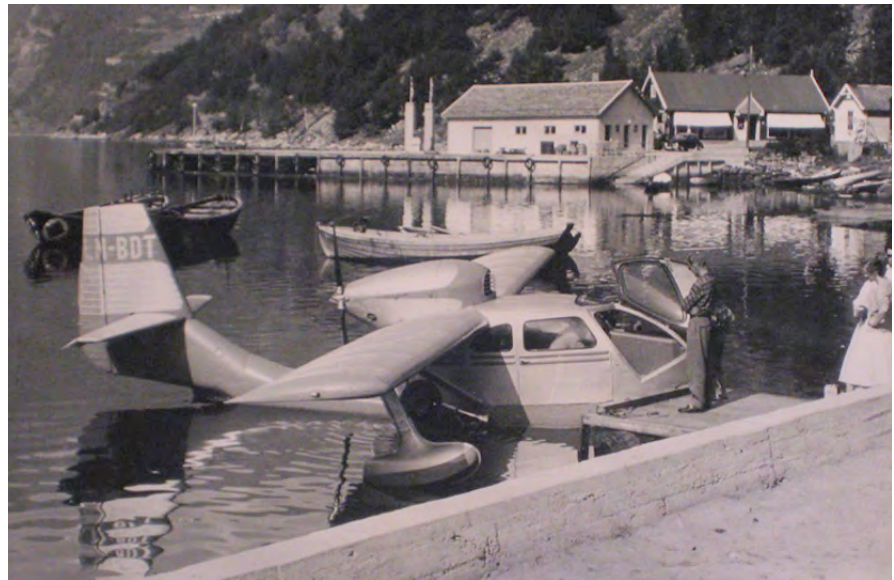
Pilot: Jim Marinangel

Year: Mid 1950s

It was in the mid 1950s, I was about 10 years old and our family was on a week long summer vacation in the Brainerd, Minnesota area. The weather was particularly crummy that day and after a few days of fishing in it, my father, grandfather and uncle decided to take a day off and head to town. They took me along and after awhile the group ended up at a restaurant along side of a lake. In the water tied to a dock was a strange looking airplane that seemed to have everything in the wrong places. The engine was on top and instead of facing forward it pointed backwards. The front looked like a bathtub with a glass roof and the fuselage had a big bend in it that almost looked like it was broken. My father told me it was called a Seabee and that it could land on water or land. There was a sign next to it that advertised rides and since I had always been crazy about airplanes, I took a chance and asked my Dad if we could go on one. I was surprised when he agreed and I got all excited that I was going to go up in the air for the first time.

Everyone piled in the plane but there weren't any seats for me so I was told to sit on the floor on the right side.

My view out was extremely restricted but heck, I didn't care because I was going to get to fly! I didn't know anything about weight and balance issues at that age so I never gave it a thought as we taxied out for take off. When I think back on



The Republic RC-3 Seabee is an all-metal amphibious aircraft designed by Percival Spencer in 1944. It was manufactured by the Republic Aircraft Corporation and sold for \$3,500 at that time. Today, more than 60 years after production ended, the Seabee is still the most popular amphibian on the used airplane market.

it.... Well anyway, I wasn't buckled in so they just told me to grab onto something which I did, (try THAT today!), and tried to peer out of the little bit of window I could get to from my position on the floor. Eventually after a long time taxiing, I felt the plane turn around and the pilot opened up the throttle and the engine became extremely loud. I recall that it took a very long time to take off with water splashing everywhere, the plane bouncing on the water and the engine roaring overhead before it finally broke free of the lake and began to climb. I couldn't believe it; I was flying! I attempted to peer over the bottom of the window but could not get high enough from my sitting position to see down very well. Just as I started to be able to see the lake and trees below I felt the plane bank to the left and for a few seconds couldn't see anything but the cloudy sky. It seemed like only a moment later that the plane banked left again and shortly after that the engine seemed to quiet down a bit. Looking out I could see that we were heading down; was the ride really ending?

Sure enough, two more left turns and I could make out ahead the docks that we had left from. The engine remained quiet while the plane began to level off and then it bounced onto the lake with water again splashing everywhere. I guess all Dad could afford was a quick once-around-the-patch but it was just enough to keep my dream of one day becoming a pilot alive and well.

It would be twenty five years before I would again ride in a seaplane, but that time it would be with me at the controls of a Piper J-3 Cub on floats that I owned with Mike Kelly, Verne Jobst, Bob Collins and Buck Goodman. After that first flight in that big old Republic Seabee I just had to return to flying off the water. It never failed to make me smile and often reminded me of my first flight.

Anyone can contribute the First Flight column and we encourage you, the reader to try to recall your earliest flight experience and write it down so we can share it with everyone. Email your first flight story to editor@eaa932.org.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

Ok, winter, you've made your point. I think we've all had about enough of this already!

What a battle it has been with snow this year. Brian and I were laughing at ourselves a few days ago as we were looking out the back of the maintenance shop wondering, "what's all that brown stuff sticking through the snow?" Turns out, it was grass. Duh! Clearly, it's been a long winter. I couldn't be happier that February is behind us and Spring is another month closer.

You know what else I couldn't be happier about? We're another month closer to getting our Flying Club up and running.

I told you last month that we have another surprise in store for what is going into the instrument panels of our 172's and 182 so... I guess it's time to spill the beans. Ready?? A Garmin 650!! That's right, our airplanes will EACH be equipped with a brand new, state-of-the-art Garmin 650 GPS with a KX155 Nav/Com, and a Garmin 340 Audio Panel too! Does it get any better than that?! Actually, I think it may.

I'm really excited to announce our new aircraft rental rates, as well as the structure of the Flying Club. I'm certain you'll find our pricing to be more competitive than any other club around.

So, new engines, new avionics, new interiors, and low rental rates... I promise, I'm not setting you up for an April Fool's Day joke! BUT, I'm going to keep you waiting another month on the numbers.

Stay tuned!



Galt Flight School students and Flying Club members will soon be using the latest in Garmin GPS/Nav/Comm technology. The new Garmin GTN 650 is a fully integrated solution that combines GPS, COM and NAV functions with powerful multifunction display (MFD) capabilities such as high-resolution terrain mapping, graphical flight planning, multiple weather options and traffic display. Thanks to built-in terrain, mapping and obstacle databases, the GTN provides a greatly enhanced, high resolution presentation of the surrounding area with color-coded alerts when potential terrain conflicts are ahead. Learn more from this video on You Tube: http://www.youtube.com/watch?v=VPke-jhp_8o



You know you've always wanted to try it!
Make this the year!
Just 15 statute miles northeast of Galt Airport,
by road, less if you fly a helicopter, is Wilmot
Mountain Ski Area.

If you have skied in the past but not in a while and would like to dust off your skills, a day or two at Wilmot Mountain will save you big time over a trip to the western states, or even a shorter trip to the eastern U.S.

Reasons why you should bring your family to Wilmot Mountain this month:

- ♦ It is close (spend your time skiing, not driving)
- ♦ You don't need to rely on mother nature (we make our own snow)
- ♦ PSIA Certified ski instructors
- ♦ Childrens Winter Wonderland ski school program with specially trained instructors (ages 4-9, weekends and holidays only)
- ♦ Variety of terrain (over 20 runs, fun for all skill levels)
- ♦ Eight chairlifts
- ♦ Multiple food and beverage venues
- ♦ Live entertainment on weekends

NEW!:

Learn to ski for only \$40 Wednesday evenings!
Includes equipment rental, lift ticket, and group lesson. (Conditions apply, call for details)

If you would like a ski lesson, please ask for
Michael Hagy (EAA 557899)

Lodge 262-862-2301 Or Cell 815-354-5753

You may also save time by pre-registering online
at WilmotMountain.com
(no credit card required)



EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

I want to take the opportunity this month to thank our many volunteers. Our members have been taking time to get—and stay—involved. **Beth Rehm** and **Esther Medina** recently stepped down from their roles as Vice President and Young Eagles Coordinator, respectively, but have remained active and involved in chapter activities. **Marty Seitz** has replaced Beth and **Ed Brown** has taken the reigns of the Young Eagles program. **Patrick Hoffman** continues to update our website and **Ed Moricoli** has been working hard as New Membership Chairman. **Paul Sedlacek** has volunteered to become the Chapter Librarian. **Rebekah Busse** has taken over in the marketing department. And, of course, **Mike Evans** and **Jean Forni** continue to serve as Secretary and Treasurer, respectively.

On top of all this we have chapter members volunteering to plan the Barnstormers Fly-in and the upcoming safety seminar on April 12. Moreover, not only have we filled these important positions, but the people volunteering have hit the ground running and have really been getting things done.

Chapter 932 is a great chapter to be a part of and I appreciate everyone's volunteer spirit and commitment to our important mission. Additionally, if you haven't already become involved, now would be a great time to make your move. We have lots going on and are having fun accomplishing our goals. If you are interested in helping out, the best first step would be join us at one of our monthly meetings.

I hope to see you there.



Next time you are shoveling snow at home, be thankful you don't have an entire airport to clean up! With so much snow this winter JB Aviation had to borrow this front loader from Poplar Grove to move the piles of snow to the field behind the maintenance shop. Photo taken by Jeff Hill, Sr.

Potential Changes to Pilot Third-Class Medical

By Mike Evans, EAA 932 Secretary

As we mentioned at the February chapter meeting, the General Aviation Pilot Protection Act was introduced to Congress late last year. The Bill seeks to abolish the third-class medical for many pilots who fly recreationally.

EAA and other associations helped to develop and promote this legislation as part of a continuing commitment to lowering barriers to aviation participation.

If you aren't fond of the third-class medical, you may wish to contact your Representative and voice your support for the bill.

If you're not sure what to say, the link below has a few public letters sent from like-minded pilots. Clicking on the "Send Your Rep a Letter" button brings you to a simple

form that allows you to easily email your Congressperson and Senators.

<http://www.opencongress.org/bill/hr3708-113/show>

Answers to Quiz on page 4.

1) B, 2) C, 3) C, 4) B, 5) B

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: February 8, 2014

1. CALL TO ORDER /ATTENDANCE

Meeting started at 10:12 a.m.

2. VOTING ITEMS

- a. Approval of Agenda - motioned by Ed B., seconded by Ed M., all in favor
- b. Secretary's Report- Approval of January 2014 Minutes - motioned by Walt, seconded by Ed B.
- c. Treasurer's Report- Approval of January 2014 Financial Report - motioned by Paul S., 2nd by Larry

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Bruce: Barnstormers fly-in. Had the model A restorers club, and the fox valley model T club. We've invited both of them up this year, they have expressed an interest. Model T club invited Bruce to meeting in Elgin in Jan. He attended, 30-40 people there. Talked about Galt, chapter, the event, model T is coming. Not sure how many. Same commitment from the Model A club. Chapter service awards presented to Beth (VP & Newsletter Editor). Thanks! Contribute! Also for Esther (YE coordinator) for 3 years. Patrick (Web Editor).

Looking for a grant manager, someone with experience finding and applying for grants. Also need a librarian - someone to keep track of our books and DVDs.

Working to set up coordination meeting with other local EAA chapters weekend of 2/22.

Gleim donated Learn to Fly brochures for YEs and anyone with an interest in learning to fly. Also available online in a PDF. Thanks Ed and Jeff for finding this.

Emily is a student at NEIU in AFROTC. Also a student pilot and in CAP here at Galt and works the ramp at the weekends. Congratulations to Emily on receiving a pilot slot in the USAF!

Marty: Working on getting name-tags. Heard back from ~40% of membership so far. Get in touch with Marty either way.

4. COMMITTEE REPORTS

- a. Young Eagles - Ed Brown will be our 2014 YE coordinator with assistance from Esther. Aerostars trailer has 6 sims. Good option for bad weather days.
- b. New Membership - Ed Moricoli. Nothing to report yet. Goal is 125 members by Jan 2015.
- c. Barnstormers Fly In planning meeting today
- d. Aviation Club - John T. working with Woodstock North & Harvard. Marty: Met at WS with kids, John and Gary G. Gary G. was AF, now SWA pilot, talking to kids about getting into aviation. Working on getting him to come to Galt. Ron W. asked if the Aviation club kids have aviation in the family? Ron suggests inviting to some of our outings, fly-outs. Ed M. says if you have an empty seat, call the kids and ask them to fly with you. Bruce will talk to John about that. Beth R. suggested taking the Aerostars sim trailer to the school? Maybe have one of the Aerostars come out for a career day?

5. OLD BUSINESS

- a. Safety Seminar- April 12, 2014. Scott Landorf is an FAA safety rep, agreed to assist us. Going to publish event on FAA website, going to set up WINGS credit, will put on presentation. First part, Scott goes over regulations (what's permitted, rules, etc). Then we'll do lunch. Then Justin & Brian will go over the maintenance tasks owners can do on their aircraft. Go over owner assist mx. Camera will be projected onto big screen. People will have an opportunity to try some of the tasks. Looking for volunteers.

6. NEW BUSINESS

- a. Chicago TRACON letter to Airman no. 14-01- Marty Seitz - Changes to arrival procedures into MDW that may affect VFR traffic along the shoreline (2400-3000' MSL).
- b. H.R. 3708- General Aviation Pilot Protection Act of 2013. Contact your congressman.
- c. Ron W. suggested putting a quiz in the newsletter with questions pulled from FAA test questions. Ed M. will work on this.

ADJOURNMENT: 11:07 a.m. motioned Ed B., Ed M., all voted in favor.

NEXT MEETING: March 8, 2014

Galt Airport / EAA 932 Calendar of Events

- Mar 8** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Apr 12** WINGS Safety Seminar at Galt Airport (10C), 10:30 a.m. Free lunch provided by EAA Chapter 932.
- May 3** Chapter 932 Young Eagles Rally at Galt Airport (10C), 10:00 a.m. - 2:00 p.m.
- May 10** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 28-29** Barnstormer Days vintage fly-in drive-in at Galt Airport (10C).
-

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

<http://www.fly2lunch.com>

www.aopa.org/pilot/calendar

<http://www.avweb.com/calendarevents>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.flyincalendar.com>

<http://socialflight.com/index.php>

<http://www.flyins.com>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faa.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

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Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Owners: Diane and Claude Sondag

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>



AVGAS

Galt Tenant Price

\$5.64

(includes tax)

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